

TOPIC Briesen Airfield

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EVALUATION

PLACE OBTAINED

DATE OF CONTENT

25X1A

DATE OBTAINED

25X1A

DATE PREPARED

24 September 1951

REFERENCES

PAGES 2

ENCLOSURES (NO. & TYPE)

1 - sketch on ditto

REMARKS

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Intendant, Bossweiler (fnu) of the Berlin superior authority of the Bauunion-East Construction Firm, arrived at Briesen airfield. Bossweiler was responsible for fixing the target dates. Prior to his arrival he had directed that an additional 300 laborers from the Magdeburg area be employed at the field. The laborers arrived at the field during the reported period. They were quartered in temporary buildings west of Brahd railroad station. Thus, a total of about 2,700 German workers was employed at the field. The strength of a German workers' brigade varies from 10 to 26 men depending on its mission. According to the bulletin board of the construction management, a prize of 5,000 DM east was promised to the brigade of workers with the highest work performance

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the runway was completed to a length of about 1,700 meters. The width of the runway is 30 meters. * The joints between the concrete slabs were being filled with Picosol (tar compound). No sewer or drainage facilities have been laid. Since the field was situated rather high and the ground water level was at least 3 to 4 meters deep, a drainage system did not seem necessary. According to the construction superintendent, the runway may be serviceable. Clearing of the eastern flying lane, which was 900 meters wide, started on [REDACTED]. The stumps were not rooted out. The eastern flying lane extended beyond the railroad line toward the west.

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3. The restricted areas on both sides of the runway were about 100 meters wide, thus forming a width of 230 meters with the runway. [REDACTED] the target date for the completion would be kept because the Torgau construction firm met with difficulties in the terrain when laying the narrow-gauge field railway track toward Lake Briesen.

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4. The western turning apron extends 300 to 400 meters to the west. The turning apron was only cleared and graded. [REDACTED] it is not to be concreted but sown with grass. A strip, about 100 meters in the northern forest-subarea (Jagen) 30, was being concreted. The course of the taxiway was not

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discernible. The taxiway had a width of 15 meters. Each of the 22 scheduled parking sites was 36 meters in diameter. **

5. No work on lighting facilities or cable system was observed. The construction work on quartering facilities in Jagen 59/60 continued. A watchtower was to be erected in a wooded area in Jagen 70, not far from triangulation point 73.5, on the Brand-Krausnick road. The tower was to project slightly above the trees.

6. The airfield was guarded by German sentries who wore red arm bands. [REDACTED] Brand-Krausnick road was to be blocked after [REDACTED]

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7. [REDACTED] the field was inspected by a lieutenant-colonel from Werder. The officer who wore blue-bordered golden epaulets arrived in passenger car [REDACTED]. No flying was observed over the field during the period reported.

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* [REDACTED] Comment. The runway was previously reported to be 60 meters wide. A width of about 30 meters is believed credible since runways of the same width are also under construction at other airfields. The runway is said to be 2,800 meters long. Since an average length of 250 to 350 meters is being concreted weekly, the entire runway will not be completed before the beginning of [REDACTED]

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** [REDACTED] Comment. For schematic diagram of taxiway and aircraft hardstands, see Annex. The diameter of the hardstands may indicate that the field is scheduled to be occupied by twin-engine aircraft.

1. Annex: One sketch on ditto.

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